

## **REMARKS**

Applicant has canceled claims 1-4 and 14 and rewritten claim 11, which effectively amends dependent claims 12-13, in order to more clearly define his invention. In the aforementioned Office Action, the Examiner rejected original claims 11-13 under 35 U.S.C. § 103(a) as being unpatentable over Moore in view of Grondin et al., Jensen or Matthews et al. In make that rejection, the Examiner stated:

Moore discloses all claimed parts except for the use of a ground source of water/alcohol. However, Grondin et al, Jensen, or Matthews et al discloses that the use of ground source of water/alcohol is well known in the art.

It is respectfully submitted that the cited art does not disclose or suggest means for inputting a safe temperature profile for starting the helicopter turbine engine as called for in claims 11-13. The use of a temperature profile, i.e. a typical start up temperature from initiating start up until actual starting, provides a more effective parameter then a single temperature which is near the critical temperature. Applicant's approach allows remedial action to be implemented earlier and therefore avoid an aborted start up. This concept is missing in the prior art.

In rejecting claims 11 and 13 the Examiner stated:

It would have been obvious to one skilled in the art at the time the invention was made to have used a ground source of water/alcohol in Moore's system as taught by Grondin et al, Jensen, or Matthews et al to supplement coolant system so that the aircraft engine can start safely and have all the necessary coolants.

Claims 11-13 call for:

an airborne tank for containing water and/or alcohol disposed within said helicopter and an inlet for receiving water and/or alcohol from a ground source of water and/or alcohol;

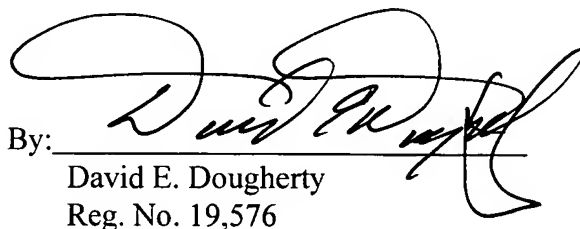
means for injecting water and/or alcohol into the helicopter engine during a start up procedure while maintaining said airborne tank full of water and/or alcohol;

means for injecting water and/or alcohol from said airborne tank into the turbine engine in response to an over-stress during flight operations. (Emphasis Added)

It is respectfully submitted that the cited references do not disclose or suggest the above concept.

Using a ground based source of water and alcohol for start up procedures and a separate airborne tank for over-stress conditions during flight reduces the amount of water and/or alcohol which is carried by the helicopter and therefore reduces any added weight to the helicopter. This offers an advantage over the prior art and is not disclosed or suggested by the cited references. Accordingly, it is Applicant's contention that claims 11-13 should be allowed.

Respectfully submitted,

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